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City of Port Arthur Board of Trade



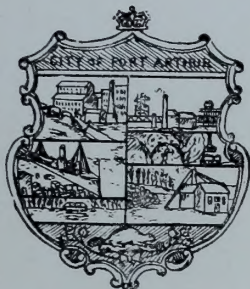
Twenty-fifth Annual Report

1910

40/80

Board of Trade CITY OF PORT ARTHUR

CANADA



TWENTY-FIFTH ANNUAL REPORT

Nineteen Hundred and Ten



MEMBERS OF THE COUNCIL OF THE CORPORATION FOR THE YEAR 1911

MAYOR

S. W. Ray

ALDERMEN

R. A. Ruttan J. M. McGovern W. P. Riley J. P. Mooney
Geo. Otto Fred Urry H. B. Dawson G. H. Foote

CORPORATION OFFICIALS

James McTeigue - - - - Clerk
W. J. Gurney - - - - Treasurer
Lee M. Jones - - - - Engineer
W. F. Langworthy, K. C. - - Solicitor
H. E. Royds - - - - Assessor and Collector
C. N. Laurie, M. D. - - Medical Health Officer
P. H. B. Dawson, F. C. A. - - Auditor

BOARD OF TRADE OF THE CITY OF PORT ARTHUR, CANADA

OFFICERS OF THE BOARD, 1911

F. S. Wiley - - - - President
J. T. Emmerson - - - - Vice-President
N. G. Neill - - - - Secretary-Treasurer

COUNCIL OF THE BOARD OF TRADE

H. A. McKibbin J. Dix Fraser Major Little R. Vigars
J. Oliver I. L. Matthews A. McGillis A. McComber
R. L. F. Strathy John Hourigan T. N. Andrew C. E. King

PORT ARTHUR BOARD OF TRADE TWENTY-FIFTH ANNUAL REPORT

To the Members of the Board of Trade of the City of Port Arthur:

Gentlemen,—It has been the established custom of this Board that your President issue an Annual Address, dealing with the general trade and expansion of this particular district and the Dominion of Canada so far as it affects us, and there is no reason why this rule should be departed from.

Improvements

Since my last Annual Report (1909) I am pleased to note the great expansion and improvement in our own city.

There was constructed about three miles of paving

storage warehouses, etc., was approximately \$1,125,000.

Our building permits reached the two million dollar mark, being about fifth in comparison with the expansion of other cities in the Dominion.

A start has been made placing our telephone and electric wires underground, doing away with objectionable and unsightly poles, and this policy should be continued wherever new and permanent pavement is installed. A substantial concrete bridge was constructed over Current river, making accessible the lands owned by the city for industrial purposes and especially the new shipbuilding plant just completed by the Western Dry Dock Company, being the largest of its kind on the whole chain of lakes. The completion of this plant will give employment winter and summer to a large number



DOCKS AT FOOT OF ARTHUR STREET, PORT ARTHUR.

on our principal business streets of a permanent quality, such as bitulithic, asphalt, brick and roemae, and between six and seven miles of cement sidewalks.

The total expenditure on the above city improvements together with amounts disbursed for bridges, waterworks, sewerage, gas mains, new car barns and

of skilled mechanics and other ordinary labor.

I have also to report the completion of our Collegiate Institute, second to none in Ontario, and a credit to any city in the Dominion.

Also the completion of the Y. M. C. A. building, the new Golf and Country club which is composed of

members from the Twin Cities. These will all add to the attractions of this section as a desirable location for visitors. The Golf and Country club is situated on the highest elevation, commanding a view of both Fort William and Port Arthur and their harbors.

A Marconi Wireless Station has been installed by the Dominion government, giving us communication with all stations on Lake Superior and of great advantage to the inland marine.

Railways

The Canadian Northern Railway have completed another section of their large warehousing and dockage system, affording large store house accommodation, and have also added another section to the hard coal storage sheds to keep pace with the increasing demand of the Canadian Northwest.

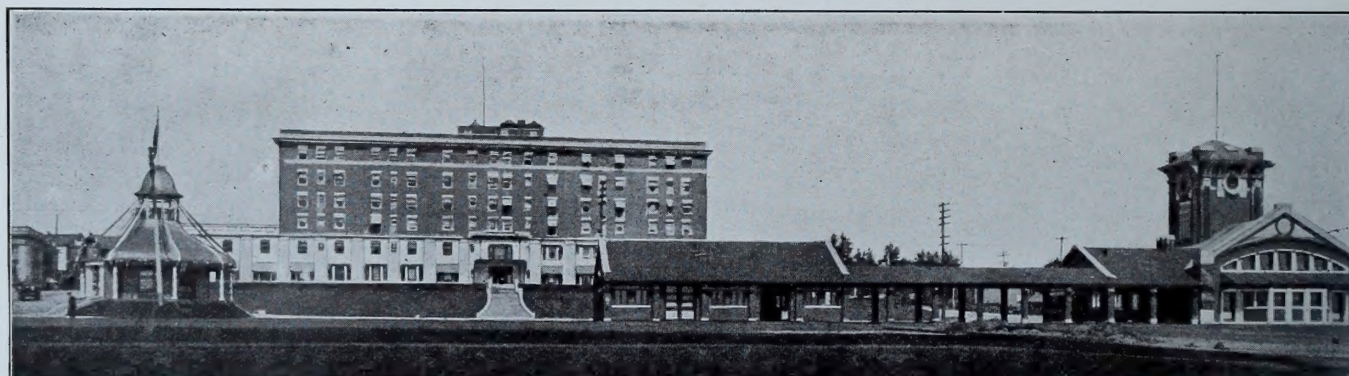
I have also much pleasure in announcing the opening of the new Canadian Northern Railway Hotel, the Prince Arthur, a photo of which is attached. This is

Works industry which we expected would be in operation this spring, but owing to some disappointment in regard to the underwriting of the stock an extension was granted them until June 1st in which to begin construction on their plant for which they deposited \$10,000 with the City to show their bonafides.

In regard to the Enamel Works it is understood that just as soon as the extreme winter weather is over operations will begin on their plant, although a start has been made by clearing off the land preparatory to building. It is expected that when these two large industries are in shape for manufacturing it will afford employment to a great number.

It is gratifying to report the completion of the hydro-electric station, enabling the city to acquire from time to time as it is required up to the limit of 5,000 horse power as per the agreement for the city between the Hydro-Electric Commission and the Kaministiquia Power Company.

I referred in my last year's report to the necessity



PRINCE ARTHUR HOTEL, C. P. R. DEPOT, PUBLICITY PAGODA AND BOULEVARD, PORT ARTHUR.

the first of a series of hotels contemplated by the Canadian Northern Railway and its beneficial effects on the future of our city and district can hardly be estimated as it will attract tourists from all over the world to our wonderful climate and magnificent trout streams, and sportsmen for large game such as moose, caribou and red deer, which abound in this section. It will also be a great factor in inducing the capitalist seeking investment to remain with us on his sojourn east and west from the Atlantic to the Pacific. In the past our tourist accommodation has been so limited that we have been handicapped in this respect. The opening of the Prince Arthur Hotel, situated as it is overlooking Thunder Bay and commanding a view not exceeded by the far-famed Bay of Naples, cannot help but be attractive to patrons above described.

In my last Annual Report I briefly referred to the assistance given for the proposed Port Arthur Waggon

for completing a fish hatchery for this district, and would strongly urge your board to impress upon the Minister of Marine that this matter should be completed without further delay. It is expected, however, that operations on the buildings will be commenced in the spring.

Our population has increased in the last ten years from 2,500 in 1900 to 17,000.

Our total assessment of \$1,286,000 in 1900 has increased to \$13,500,000.

	1909	1910
Our Custom Receipts	\$432,000	\$485,000
Our Coal Receipts (tons)	400,000	600,000

The lumber cut for 1910 was 50,000,000 feet besides several million railway ties and the exportation of several thousand cords of pulpwood.

The Official Postal Returns were:—

1909	\$21,500.00
1910	25,654.34

PORT ARTHUR BOARD OF TRADE, TWENTY-FIFTH ANNUAL REPORT

Shipments east and west over the docks of the Canadian Pacific and the Canadian Northern railways were:—

1909	\$1,000,000
1910	1,618,000

Steamers engaged in lake commerce dockings:—

1909	1408 steamers
1910	1750 steamers

Total tonnage of steamers: 1909, 2,000,000 tons; 1910, 2,488,000 tons.

This shows a great contrast as compared with the grain handling prior to the forming of this Lake Shippers Clearance Association when boats were compelled to visit from four to six houses before securing their cargo, but apart from this is the important fact that it has almost eliminated disputes as to shortage on cargoes, which was most disastrous in losses to the vessel owners, and the saving in time has increased the lake carrying capacity nearly one-third.



PART OF THE PLANT OF THE WESTERN DRY DOCK AND SHIPBUILDING CO., PORT ARTHUR.

Our pig iron shipments, the product of the Atikokan Iron Company: 1909, 150,000 tons; 1910, 325,000 tons.

Shipments of grain from Port Arthur and Fort William for the crop year from September 1st to close of navigation, December 6th, 1910, as follows:—

	1910	1909
Wheat	36,846,758	42,886,355
Screenings	587,559	330,639
Oats	5,763,998	9,520,550
Barley	862,470	1,847,576
Flax	2,076,606	2,016,130
	46,137,391	56,601,250

In the shipment of this grain the Lake Clearance Association, which came into existence in September of 1909, made the remarkable record before the close of navigation of loading 346 cargoes of wheat, 177 of which were loaded at one house, 98 at two houses, and during the spring of 1910 up to July 30 of loading 249 cargoes, 110 of which were loaded from one house only and 74 from two houses.

During the season of 1910 from September first until close of navigation December 6th, 428 cargoes were loaded from a single house, 99 from two houses and 98 from three houses.

Soo Canal Traffic

Comparative Statement of Lake Commerce through Canals at Sault Ste. Marie, Michigan and Ontario, for the Seasons of 1909 and 1910

Items	Total Traffic for		Increase	
	Season 1910	Season 1909	Amount	Per Cent.
Vessels —				
Steamers	17,674	16,463	1,211	7
Sailing	1,890	1,787	103	6
Unregistered	1,335	954	381	40
Total	20,899	19,204	1,695	9
Lockages	14,569	13,571	998	7
Tonnage—				
Registered	49,856,123	46,751,717	3,104,406	7
Freight	62,363,218	57,895,149	4,468,069	8
Passengers	66,933	59,948	6,985	12
Coal—				
Hard	1,658,844	1,412,387	246,457	17
Soft	11,854,883	8,527,639	3,327,244	39
Flour	7,576,789	7,094,175	482,614	7
Wheat	86,259,974	113,253,561	26,993,587	*24
Grain	39,245,485	46,519,451	7,273,966	*16
Mfd. and Pig Iron	444,669	522,281	77,612	*15
Salt	528,610	651,091	122,481	*19
Copper	148,070	127,212	20,858	*16
Iron ore	41,603,634	40,014,978	1,588,656	4
Lumber	603,101	552,380	50,721	9
Silver Ore				
Building Stone	9,635	1,784	7,851	440
General Mdse.	1,411,549	1,140,344	271,205	24
Decrease *				

As compared with 1909 the total of freight tonnage passing through the waterways shows an increase of

PORT ARTHUR BOARD OF TRADE, TWENTY-FIFTH ANNUAL REPORT

4,468,069 tons, or eight per cent., the amounts being 62,363,218 tons in 1910 and 57,895,149 in 1909. The number of passengers were 66,933, a gain of 12 per cent.

The item of freight showing the smallest total for the season and also the largest percentage of increased shipments was building stone, the amount being 9,635 tons, a gain of 440 per cent. The second largest increase is shown by soft coal, shipments totalling 11,854,833 as compared with 8,527,639 tons in 1909, a gain of 39 per cent.

Other items of freight, the amount and percentage of increase over 1909 are: General merchandise, 1,411,549 tons, a gain of 24 per cent.; hard coal, 1,658,844 tons, a gain of 17 per cent.; copper, 148,070 tons, a gain

of passages, 20,899, compared with 19,204 in 1909, showing an increase of 9 per cent. last year. The total lockages were 14,569, compared with 13,571, showing an increase of 7 per cent. Total net registered tonnage passing through the waterways was 49,856,123, an increase of 7 per cent. over the record for 1909.

The United States canal season was 224 days, opening May 5 and closing December 14. The Canadian canal season was 248 days, opening April 12 and closing December 15.

Railway Construction

I regret to report that our negotiations between the City and the Grand Trunk Pacific with a view of

Statement showing Shipments of Grain from Port Arthur and Fort William to the undermentioned Ports during Seasons 1909 and 1910

Port	Wheat	Oats	Barley	Flax	Screenings
Buffalo	13,374,667-30	429,324-28	445,667-47	1,744,686-33	
Cleveland				80,000-	
Collingwood	603,241-10				
Chicago				6,622-48	510,580-20
Depot Harbour	460,000-	317,465-10			
Duluth					75,833-10
Erie	251,885-				
Goderich	3,102,528-40	486,393-32	24,500-	26,824-55	1,145-40
Hamilton	50,896-				
Kingston	4,104,913-40	890,545-33	128,281-41	27,473-51	
Montreal	3,190,912-20	1,386,949-05	95,108-26	94,588-05	
Midland	436,854-	50,169-13			
Meaford	380,000-				
Owen Sound	677,976-20	967,846-	25,000-		
Prescott	27,878-20			10,443-32	
Port Colborne	2,027,864-50				
Point Edward	1,293,702-	512,958-20	44,001-08	63,091-13	
Port Huron	612,595-40			22,835-32	
Port Stanley	99,693-20	30,360-			
Quebec		87,190-23			
Tiffin	5,782,040-20	359,916-17	89,911-10		
Thorold	229,339-20				
Walkerville	232,811-50				
Victoria Harbor	906,957-50	244,878-06			
Total, 1910	36,846,758-10	5,763,998-17	862,470-36	2,076,606-45	587,559-10
Same Period, 1909	42,886,355-50	9,520,550-17	1,847,576-10	2,016,130-15	330,639-50
Canadian Vessels—					
1910	23,371,662-20	5,438,492-30	406,802-39	325,257-20	284-967-40
1909	29,519,435-40	9,038,189-01	1,396,391-06	548,068-28	
Foreign Vessels—					
1910	13,475,095-50	325,505-21	455,677-47	1,751,349-25	302,591-30
1909	13,366,920-10	482,361-16	451,185-04	1,468,061-45	330,639-50
Canadian Ports—					
1910	22,607,610-	5,334,673-23	406,802-37	302,421-44	
1909	26,405,741-30	9,011,332-09	1,202,148-40	423,952-	
Foreign Ports—					
1910	14,239,148-10	429,324-28	455,667-47	1,774,185-01	587,559-10
1909	16,480,614-20	482,360-20	645,427-18	1,592,178-17	330,639-50

FRANK E. GIBBS, Grain Inspector, Fort William.

of 16 per cent.; lumber, 603,101,000 feet, a gain of 9 per cent.; flour, 7,756,789 barrels, a gain of 7 per cent.; ore, 41,603,634 tons, an increase of 1,588,656 tons or 4 per cent.

The four items of freight in which shipments show a decrease for the year are: Wheat, 86,259,974 bushels, a loss of 26,993,587 bushels or 24 per cent.; grain, 39,345,845 bushels, a loss of 15 per cent.; salt, 528,610 barrels, loss of 9 per cent.; manufactured and pig iron, 444,669 tons, a loss of 15 per cent.

Passages of steam vessels aggregated 17,674, an increase of 7 per cent.; passages of sailing vessels 1,890, an increase of 6 per cent.; passages of unregistered vessels, 1,335, an increase of 40 per cent.; total number

getting direct connection with their Lake Superior division have not reached a conclusion and it is essential that no effort should be spared to bring this to an issue at the earliest opportunity in order to put a stop to the discrimination against our merchants in favor of those in our sister city.

The Canadian Northern Ontario Railway Company have officially announced their policy of construction on the missing link between Port Arthur and Sudbury and that they expected to have the full line completed in less than three years. As a large portion of this road taps the great clay belt, it will be a great factor in New Ontario's agricultural development; besides the employment of labor during construction should

have a substantial effect in trade development in our city.

I would strongly urge this Board to take up the suggestion adopted at our last annual meeting of applying to the Provincial Government to renew the charter of the Nipigon and St. Joe Railway with a view of using it in connection with our Street Railway, affording us a means of reaching those engaged in the pursuit of agriculture in order that the farm and dairy produce can be marketed at a minimum cost. A step

The shipments of silver ores have been small, but considerable development has been going on, especially on Spar Island, with gratifying results. The 3-A Mine in the Township of McGregor is also being operated on a small scale, but during the present season they expect to considerably increase their force.

It is expected that the sulphur mines north of Sturgeon Lake will commence shipping during the present season. The output contracted for is in the neighborhood of 300,000 tons.



BLAST FURNACES OF THE ATIKOKAN IRON CO., PORT ARTHUR.

in this direction would do more towards assisting in the building up of farm gardening than at present on account of the lack of proper transportation and will bring the settler much closer to his market.

This brings up the question of our market site. Every effort should be made to bring this to a reality during the coming season.

Mining

The past year has shown a substantial improvement in the production of iron from the Atikokan Iron Range besides a large amount of money disbursed for exploratory work which has proved up farther and larger bodies of high grade ore.

The above, together with a considerable amount of diamond drilling in the iron ore ranges to the west of us, constitute the mining operations for the past year.

Immigration

Canadian immigration for the past year is estimated at over 300,000, of which 90,000 were from the United States, bringing with them wealth estimated at 90 millions. The balance included immigration from England, Scotland and Finland. This is a considerable increase over last year in all classes of immigration, and it is expected from the information from statistics already compiled that immigration will reach 500,000 this year.



BIRD'S-EYE VIEW OF THE COAL DOCKS AT PORT ARTHUR



RAILWAY, MARINE AND GENERAL HOSPITAL,
PORT ARTHUR.



PORT ARTHUR, 1910.



A RESIDENTIAL PART OF PORT ARTHUR.



A PORT ARTHUR RESIDENCE.



A RESIDENTIAL STREET, PORT ARTHUR.



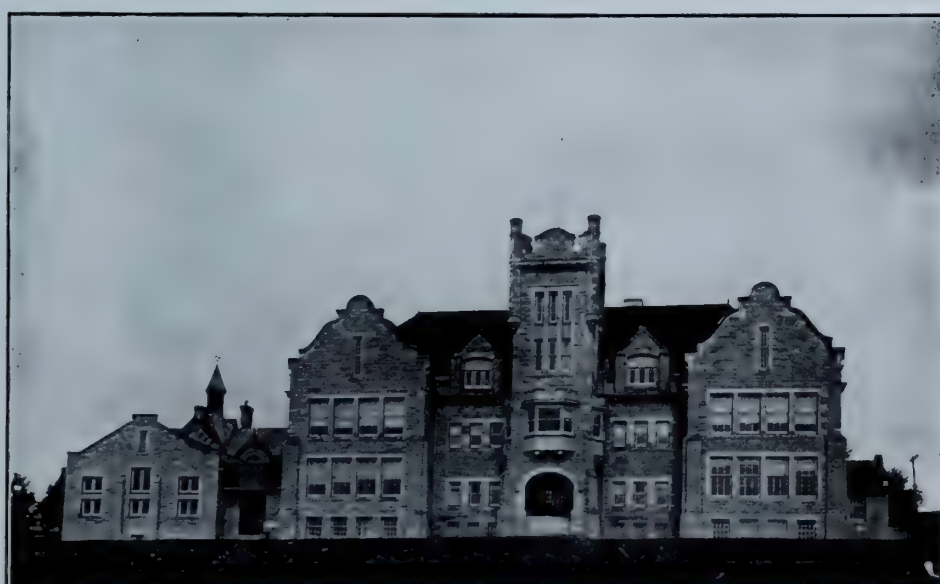
PORT ARTHUR, 1910.



PORT ARTHUR AND FORT WILLIAM IN 1915.



CANADIAN NORTHERN ELEVATOR AND VESSELS LOADING GRAIN.



COLLEGIATE INSTITUTE, PORT ARTHUR.

Banking

In regard to our banking it is impossible to get exact data as to this, but all our local banks report a large expansion in clearing house returns in the past year.

Industrial Bureau

In connection with our Industrial Bureau a very considerable amount of work has been accomplished during the past year putting it on a firm footing, and members of this Board will require to give the Commissioner all the assistance possible for the coming season.

Legislation

I would recommend that as large a deputation as possible of the representatives of this Board and the City Council interview the Provincial and Dominion

6.—Also to take up the matter of assistance in the way of grants in aid of agriculture.

The Dominion Government

1.—To assist our Member in asking for further appropriations for breakwater construction.

2.—Appropriations for dredging our harbor to a uniform depth of 25 feet.

3.—The approach to and dredging of the McIntyre and Neebing rivers to provide further dockage and warehouse facilities to cope with the demand for storage for the merchant and manufacturer in our own city and those of the provinces to the west of us.

4.—The necessity for a new Custom House or large addition to our present one.

5.—Aids to navigation. Petitions have already been forwarded by your Board in connection with these matters.



SCENE ON A STOCK FARM IN THE PORT ARTHUR DISTRICT

Governments with a view of asking assistance in the following important matters:

The Provincial Government

1.—To secure the necessary legislation asked for by our Port Arthur and Municipality of Shuniah Bills.

2.—To impress upon them the necessity for a new Court House.

3.—The building of a Provincial Penitentiary to take care of criminals from all sections of this district, for which we have already offered a grant of land in the Strathcona Addition.

4.—To assist our Member in acquiring grants for the construction of roads throughout the surrounding district and also school grants.

5.—To impress on the Government the necessity of assisting by a bonus per ton on the mining of low grade iron ores, which require special treatment, and for which your Boards have already sent them a memorial.

6.—Further assistance reinstating the bounties on pig iron and especially that manufactured from Canadian ores and a bonus on low grade ores that require special treatment.

7.—The importance of the improvements necessary in the Welland Canal, the improvements in the St. Lawrence river and the early construction of the Georgian Bay Canal. In connection with these memorials have recently been forwarded to the Government and your President represented this Board in Ottawa on a large deputation of the federated Boards of Trade.

The Board during the present year should take up the following matters:

1.—New system of street lighting and especially on our principal business streets after the plan that is being adopted all over Canada and similar to that in our Sister City.

2.—To urge the Canadian Northern Railway Company to clean up the water front in order to have

a more attractive appearance from the water.

3.—Take up the question of Government by Commission.

4.—The necessity of increased fire protection and domestic water supply west of the present stand pipe to cope with the growth of the City in those sections.

5.—Some joint action should be taken with the city to guard against further shutting off of our water supply by reason of breaks in water pipe between the power house and City.

6.—Joint action should be taken with the City also

Before concluding my report I would like to say that Port Arthur in particular and this District and Canada generally have every reason to be satisfied with the past year's progress. The population of our City has increased, and with the City's improvements during the last twelve months, especially in the paving of our streets and other permanent improvements, we have a City to be proud of and our bonds are finding a ready sale in the markets of the world. I can only repeat what I said in my last report, that with all the natural resources we possess, with our geological and



STREET SCENE IN PORT ARTHUR.

in securing an engineer's report on our water frontage and everything necessary in connection with our harbor, settling the bulkhead line, etc., and in connection with this matter your President and Mr. Jaffray have been investigating a plan which is contained in my supplementary report and which the engineer might take up with a view of ascertaining if it could be worked out, giving some relief to our merchants in connection with railway switching charges which has been before the Board on different occasions without accomplishing tangible results.

geographical features we must support with all the energy this Board can bring to bear to encourage the development of our agricultural and mineral areas and strain every nerve to induce the location here of manufacturers to use up our raw materials which will be one of the greatest factors in building up here at the head of Canadian lake navigation one of the largest and most beautiful and healthy cities in Canada.

I would also suggest the advisability of a consolidation of the Twin Cities under one city government at the earliest possible moment, but until that is

PORT ARTHUR BOARD OF TRADE, TWENTY-FIFTH ANNUAL REPORT

worked out satisfactorily let us work together from an industrial standpoint for our mutual upbuilding and the district generally. It is safe to say that we can offer great inducements to manufacturers in different ways. We can supply them with electric power in large or small quantities at favorable rates.

Our rate of taxation will compare favorably with that of other cities either in the United States or Canada considering our rapid growth.

over 25,000 miles.

I shall not attempt in this report to give a review of the different matters which came before the Board during the past year, as the members are all more or less familiar with the proceedings. I am pleased to say, however, that our membership has considerably increased and our finances have improved.

In concluding my report I wish to thank all members of the Board for their kind assistance to me



PORT ARTHUR IS AT THE THRESHOLD OF A BIG GAME COUNTRY.

A comparison of the great expansion in Canada since Confederation can be realized from the following statistics:

At our first census we had a population of only 3,485,000. It is now 8,000,000.

Our trade then amounted to only \$129,000,000. Now it is \$677,000,000.

Our bank assets have increased from \$3,300,000 to \$1,225,000,000.

Our railway mileage has increased from 2,778 to

whenever called upon and for the pleasure it has given me to act as your President for the last two years. At the same time and owing to my personal business, I feel that I have not given such time and attention to the duties that the office of President demands.

I trust that my successor will meet with the same kind courtesy that has been extended to me during my occupancy of the chair.

F. S. WILEY,
President.

SUPPLEMENT TO THE PRESIDENT'S REPORT

Statistics of Port Arthur

	1900	1910
Population	2,779	15,000
Total Assessment	13,496,080	
Building Permits	1,100,000	

Municipal Franchises owned and operated by the City

Street railway, with 30 miles of track. Carried thirty-two million people in 1910.

Telephone System

Operating 3,500 telephones at a cost of \$1.25 per month for domestic and \$2.50 per month for commercial.

to be added this year.

The Atikokan Iron Company, with a capacity of 200 tons per day, using the product of their own mines in the district to the west of Port Arthur.

Stone and Marble Works

The finest quality of red and white sand stone, marble and granite for buildings is quarried within short distances of the city.

Ore Docks

The Canadian Northern Coal and Ore Docks have the most modern plant on the Canadian lakes, with a capacity for storing 500,000 tons of coal and the plant capable of discharging a twelve thousand ton cargo in twelve hours.



PAY DAY AT A PORT ARTHUR INDUSTRY.

Waterworks

Average cost per month for seven-roomed house, \$1.15.

Electric Light System

Operated on both flat and meter rate basis. The average cost for an eight-candle-power lamp is 10 cents per month.

Electric Power

The City can contract with consumers of electric power on most reasonable terms, which can be had on application to the City, stating amount required, etc.

Industries in Operation

The largest dry dock and shipbuilding plant on the Canadian lakes, with a boiler and machinery plant

Lumber

The Pigeon River Lumber Company, the Vigers-Shear and other lumber companies have a combined cut of about one hundred million per year.

Elevators

The Canadian Northern, the Canadian Pacific railways and the Thunder Bay Elevator System have a combined capacity of approximately twelve million bushels.

Waggon Works

Construction has commenced on a large waggon manufacturing plant to supply the Canadian Northwest, also the Iron Clad Company for manufacturing all kinds of enamel work. Construction has commenced on a large match factory and woodenware factory.

Railway and Navigation Facilities

We have three transcontinental railways passing our doors, the Canadian Pacific Railway, the Canadian Northern Railway and the Grand Trunk Pacific Railway. Eleven steamship lines including bulk and package freighters and the most modern steamers in America plying between this port, Owen Sound and Montreal, calling at all intermediate ports.

Valuable Offer to Manufacturers

Factory site free.

Port Arthur is prepared to present to manufacturers and capitalists an attractive proposition, which embodies a free site. Our proposition is based on the

of sunshine all contribute to produce the well-known prolific vegetation of this district.

The Climate

Although we have more hours of sunshine than elsewhere, we never experience that excessive heat or scorching weather. Vegetation flourishes here at a temperature of 60 degrees. The average summer temperature at Port Arthur is about 68 degrees. The mean temperature in spring is 48 degrees and in autumn (delightful weather) the average is 48 degrees. Grass grows green and keeps green from early spring until late in the fall; does not wilt or drop up, but retains that healthy, luxuriant green throughout the



PORT ARTHUR IS A CITY OF BEAUTIFUL HOMES.

number of hands to be employed, the area of land required, and the capital invested in buildings and machinery. A complete proposition containing concise information will be submitted upon request to the Board of Trade.

A Manufacturing Centre

Port Arthur is the terminus of Canada's great inland waterway, the point of trans-shipment for the grain of Western Canada from freight car to vessel, a naturally economic point at which to assemble raw materials for conversion into finished products.

There is no place in America which offers such strong inducements to the ambitious, money-making farmer as the prolific territory in the immediate vicinity of Port Arthur. More especially does this apply to market-gardening and the production of all classes of vegetables; to dairying, beef and mutton fattening and the production of the coarse grains, hay and clover. The favorable climate conditions and the fertility of the soil, the frequent showers and long days

whole summer in this climate.

The Soil

The fertile soil throughout the valleys here is a rich silt and sandy loam; it never becomes hard or tough by working when damp; always free and loose, easily worked and requires very little, if any, fertilization, and when turned over or ploughed in the fall of the year destroys mostly all-existing weeds.

Moisture

Rainfall charts show an average of 3.6 inches in May, 4.6 inches in June, 2.3 inches in July, 3.5 inches in August and 3.7 in September. Our annual is about 44 inches.

Mineral Resources

The mineral resources of this district, which include iron, copper, silver, sulphur pyrites and pottery clay present a splendid field for capital.

F. S. WILEY,
President.

LOCATE YOUR FACTORY AT PORT ARTHUR

EVIDENCE OF GROWTH

Year	Pop.	Assess.	Permits	Boats
1900	10,000	\$11,517,118	402,593	4,805
1905	15,000	\$13,466,000	492,502	6,405
1910	20,000	\$15,000,000	510,000	7,000
1915	25,000	\$17,000,000	550,000	8,000
1920	30,000	\$19,000,000	600,000	9,000
1925	35,000	\$21,000,000	650,000	10,000
1930	40,000	\$23,000,000	700,000	11,000
1935	45,000	\$25,000,000	750,000	12,000
1940	50,000	\$27,000,000	800,000	13,000
1945	55,000	\$29,000,000	850,000	14,000
1950	60,000	\$31,000,000	900,000	15,000

PORT ARTHUR
IS A GROWING MANUFACTURING CENTRE
With Cheap Electric Power, Good Labor Conditions,
and is an Attractive City in which to make your home.
Port Arthur is surrounded by some of the Richest
Farming Lands in Canada.

THIS MAP IS ISSUED BY THE
INDUSTRIAL DEPARTMENT OF THE

CITY OF
PORT ARTHUR
CANADA
SCALE 1:50,000

CERTIFIED CORRECT

INFORMATION BUREAUS

- 1. Civic Industrial Bureau
- 2. Port Office
- 3. City Hall
- 4. Police Station
- 5. Fire Station
- 6. Health Department
- 7. Public Works Department
- 8. Waterworks Department
- 9. Electric Department
- 10. Gas Department
- 11. Telephone Exchange
- 12. Post Office
- 13. Railway Station
- 14. Marine Station
- 15. Customs House
- 16. Immigration Office
- 17. Quarantine Station
- 18. Hospital
- 19. Prison
- 20. Jail
- 21. Court House
- 22. City Hall
- 23. Police Station
- 24. Fire Station
- 25. Health Department
- 26. Public Works Department
- 27. Waterworks Department
- 28. Electric Department
- 29. Gas Department
- 30. Telephone Exchange
- 31. Post Office
- 32. Railway Station
- 33. Marine Station
- 34. Customs House
- 35. Immigration Office
- 36. Quarantine Station

THEATRES

- 1. Lyceum
- 2. Gaiety

HOSPITALS

- 1. St. Joseph's
- 2. St. Michael's
- 3. St. Vincent's
- 4. St. Elizabeth's
- 5. St. Ann's
- 6. St. Francis' X.
- 7. St. Peter's
- 8. St. John's
- 9. St. Luke's
- 10. St. David's
- 11. St. George's
- 12. St. Andrew's
- 13. St. Patrick's
- 14. St. James' G.
- 15. St. Mary's
- 16. St. Clare's
- 17. St. Theresa's
- 18. St. Agatha's
- 19. St. Cecilia's
- 20. St. Barbara's
- 21. St. Blaise's
- 22. St. Eustachius'
- 23. St. Ignace's
- 24. St. Ladislaus'
- 25. St. Casimir's
- 26. St. Florian's
- 27. St. Severinus'
- 28. St. Apollonia's
- 29. St. Prothasia's
- 30. St. Anastasia's
- 31. St. Agatha's
- 32. St. Cecilia's
- 33. St. Barbara's
- 34. St. Blaise's
- 35. St. Eustachius'
- 36. St. Ignace's
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- 38. St. Casimir's
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- 96. St. Agatha's
- 97. St. Cecilia's
- 98. St. Barbara's
- 99. St. Blaise's
- 100. St. Eustachius'

CHURCHES

- 1. English
- 2. Presbyterian
- 3. Methodist
- 4. Baptist
- 5. Roman Catholic
- 6. Swedish
- 7. Finnish
- 8. Lutheran
- 9. Canadian Pacific
- 10. Canadian Northern
- 11. Y. M. C. A.
- 12. Y. W. C. A.
- 13. Power Station
- 14. Wireless Station
- 15. Proposed Site, City Hall
- 16. College

Scale 1:50,000

Notes: Area Port Arthur 10,000 Acres
Drawn January 1910
City Engineer's Office



